

CENTRAL INTELLIGENCE AGENCY

REPORT

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General Troubetskiy was the head

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from 80 to 100 trucks. However, the number of vehicles varied and could easily in some cases be lower than the above figures. The Chief Administration of Military Transportation retained jurisdiction over roads.

2. The Chief Administration of Military Transportation, along with the Army Engineers, also had a hand in locating and building railways and "chausées" (improved roads) in the USSR. The Engineers were concerned with the technical aspects, while Military Transportation was interested in utilization (eksplotatsiya) of the roads and in planning as to the extent to which the roads could be used for military purposes.
3. The most important function of the Chief of Military Transportation in Moscow was to control all the railways in the USSR in time of war. A network of army officers assigned to Soviet railways in peacetime made it possible for the Chief of Military Transportation promptly to exercise his authority. The following statements should serve to describe the method followed in assigning army officers to railways. [redacted] 50X1-HUM
each military district headquarters included a Chief of Military Transportation. The head of each railway administration (upravlenie) was a civilian, but he always had a military assistant (voenniy pomoshnik), [redacted] 50X1-HUM

[redacted] Civilian railway officials retained their positions in wartime, but this network of assistant military railway chiefs took over control of all activities connected with military needs.

4. Railway troops were usually organized in regiments, with some battalions. They were used by armies when needed. They, as transport troops, were considered as a separate branch, such as were the Engineers. Their primary mission was to service (maintain, repair, and have trained personnel available) railway lines near the front (golovnoi uchastki zheleznykh dorog). These lines were those which extended from 80 to 100 kilometers to the rear of the front lines. Another mission of these troops was to destroy railway lines in event of retreat.
5. A railway regiment was commanded by a colonel, had a strength of about 2300, and consisted of three battalions, each headed by a lieutenant colonel. One was a construction battalion and two were "exploitation" (utilization) battalions. Companies within the battalions were of different types, corresponding to some of the railway services (sluzhbi), such as roadbeds (putei) and traffic (avisheni).
6. There were, [redacted] two railway military schools (uchilishi) for railway troops, which graduated officers of railway troops. There was also a military railway institute (voenno zheleznye dorozhnyi institut) in Novosibirsk. Graduates of this institute were assigned as local Chiefs of Military Transportation. [redacted] The main camp for railway troops was at Sorokhovets, between Ilin and Froliche. [redacted] 50X1-HUM
Troops were trained there to build railways and bridges. 50X1-HUM
7. Railway troops used existing railway equipment on lines they serviced. They also apparently had camps for steel girder spans of eight to twenty meters in length used to replace destroyed railway bridges. [redacted] 50X1-HUM

[redacted] If a longer span were needed, then squares, or cages, made of railway ties were used as piles. These were referred to as "klotki" (squares) or "vremennye klotichnye ustoi" (temporary square, or cage, support).

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